

7 – 13 November 2025

**This is a summary of entries from Network Rail's Daily Incident Logs, generated by RSSB's secure Copilot environment.**

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## Buffer stop collisions

### 10 November: Units roll into stops during reboot at Selhurst Depot

As the shunter driver was rebooting two units at Selhurst Depot, the brakes were released and the train rolled into the buffer stops. The shunter driver was relieved of duty. [Southern \(Sussex\)](#)

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## Near misses

### 8 November: Incident with photographer in six-foot at Balsporran level crossing

A passenger train reported a near miss at Balsporran level crossing, between Dalwhinnie and Blair Atholl, with a person standing in the six-foot taking pictures. The driver applied the emergency brake and the person moved out of the way. [Scotland's Railway \(Scotland\)](#)

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## Bridge strikes

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### 9 November: Car strikes bridge, sends debris to track at Ponthir

A car struck a bridge at Ponthir, between Cwmbran and Maindee North Junction.

The bridge sustained damage to brickwork that needed repair.

Repairs were planned for 10 November.

Some 349 delay minutes were accrued. [Wales & Western \(Wales\)](#)



### 10 November: Train strikes debris from RTA on bridge near Somerhill Tunnel

A road traffic collision on the A21 Tonbridge bypass resulted in debris landing on the railway. A passenger train struck the debris, causing shoegear damage. Services were suspended between Tonbridge and Tunbridge Wells. The train was evacuated. Some 2,237 delay minutes were accrued. [Southern \(Kent\)](#)

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## Asset-related

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### 10 November: Broken rail at Tuxford leads to single line working

The driver of a passenger train reported a track defect on the Down Main at Tuxford Crossovers. A broken rail was found. The line was blocked and Single Line Working (SLW) was introduced. The break was unable to be clamped, so was plated instead. Plans were formulated to replace the rail and a sleeper within an overnight possession. [Eastern \(East Coast\)](#)

### 11 November: Cracked crossing found near Hayes & Harlington

A cracked crossing was found affecting 8199A points on the Down Main between Southall West Junction and Hayes & Harlington. A 20-mph speed restriction was imposed over the defect. The crossing was planned to be replaced overnight in a booked possession. [Wales and Western \(Western\)](#)

### 12 November: Cracked crossing found at Charfield

A cracked crossing was found at Charfield. A 20-mph speed restriction was imposed. Services were reduced to ease congestion. The defect was later downgraded to daily inspection and to be removed within seven days. The 20-mph restriction was also eased to 50 mph. [Wales and Western \(Western\)](#)

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## On-train incidents

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### 9 November: Wrongly stowed suitcase falls on passenger on board Northampton service

The senior conductor working a passenger train reported that a passenger's suitcase had fallen onto their head between Euston and Harrow & Wealdstone. The passenger was taken to hospital by ambulance. [North West & Central \(WCS\)](#)

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## Fires

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### 8 November: Locked brakes on ultrasonic train lead to fire near Norton Bridge

An ultrasonic test train suffered locked brakes, which caught fire. The rescue operation required wrong-direction movements to clear the line. North West & Central (WCS)

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## Platform-train interface

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### 7 November: Passenger falls between train and platform while alighting at Clapham Junction

A passenger fell between the and platform edge when alighting at Clapham Junction. The person was recovered to the platform by other passengers. They sustained a head injury. Southern (Wessex)

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## Train dispatch incidents

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### 11 November: Dispatch against red at Milton Keynes Central – no SPAD

The conductor attempted to dispatch a passenger train against a red signal at Milton Keynes Central. The driver's door was open and the signal could not be given as the interlock was not engaged. North West & Central (WCS)

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## Operational incidents

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### 9 November: Freight encounters wrongly placed boards at Springburn Junction

The driver of a Miller Hill–Upper Tyndrum freight reported coming to a stand at Springburn Junction due to work site marker boards, which were in place for a Springburn Junction–Bellgrove Junction possession. The boards were foul of an open line on the Cowlairs side of No. 810 points, vice the Bellgrove side. Scotland's Railway (Scotland)

*Similar incidents occurred at Exeter St Thomas (09/11), Maidstone Barracks (09/11) and Middlesbrough.*

### 9 November: Passenger train strikes lighting tower on line at Trent South Junction

A passenger train struck a lighting tower at Trent South Junction. The area was part of a Leicester North–Sheet Stores Junction possession. Normal working was resumed after the debris had been removed. Eastern (East Midlands)

### 9 November: RRV strikes OLE in possession at Kilwinning

The overhead line equipment was struck by the boom of a road-rail vehicle (RRV) in a Kilwinning Junction–Largs possession at Kilwinning. Arrangements were made to effect repairs on 10 November. Scotland's Railway (Scotland)

## 10 November: Log rolls to track during vegetation work near Ampthill, struck by train

While performing de-vegetation work in the Ampthill area, a log rolled down the embankment and came to a rest against the rail, where it was struck by a train. Five members of staff were stood down. [Eastern \(East Midlands\)](#)

## 12 November: Permission granted to use Braystones UWC with train in section

The signaller at Sellafeld signaller authorised a vehicle user to cross Braystones UWC. The user reported that they had completed the crossing but said a train was approaching. The signaller realised that they had granted permission to the user after accepting a train into the section. [North West & Central \(NW\)](#)

## 12 November: Freight strikes wrongly placed boards at Linslade Tunnel

The driver of a freight train reported striking a worksite marker board on the Up Fast approaching Linslade Tunnel. The board was in connection with a Watford Junction–Drayton Road Junction possession. The Engineering Supervisor (ES) had accessed the lines from the Up Fast side and placed their board on the open line in error. [North West & Central \(WCS\)](#)

## 13 November: Protection placed on wrong side of Meads MSL crossing

The protection at the Cogload Junction end of a Parson Street Junction–Cogload Junction possession was placed on the Bristol side of Meads MSL crossing, rather than the Taunton side. This left the crossing unprotected. The error was corrected and the ES was screened. [Wales and Western \(Western\)](#)

## 13 November: Staff working outside blockage limits at Letchworth Garden City

A track circuit at Letchworth Garden City showed occupied as staff had worked outside their agreed Line Blockage limits. Screening was arranged for one member of staff. [Eastern \(East Coast\)](#)

## 13 November: Tamper runs through points at Thorpe-le-Soken

A tamper ran through a set of points at Thorpe-le-Soken. The driver had been concentrating on the crossover ahead and did not notice the position of the points. Significant disruption to traffic was suffered as a result. [Eastern \(Anglia\)](#)

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## SPADs

## 7 November: Syston East Junction – 60 feet (freight, multi-SPAD, misread sequence)

A freight passed LR459 signal at danger by 60 feet. The driver said they had misread the signal sequence. LR459 is listed as a multi-SPAD signal in the most recent multi-SPAD list. [Eastern \(East Midlands\)](#)

## **10 November: Henwick – 2 coach lengths (passenger, distraction)**

A passenger train passed HK21 signal at danger by two coach lengths. The driver said they had become distracted by a train on the adjacent line. North West & Central (C)

## **11 November: Derby – 1 coach length (ECS, read across)**

An ECS formation passed DC5089 signal at danger by one coach length. The driver had read across to the adjacent line. Eastern (East Midlands)

## **11 November: Purley Oaks – 4 coach lengths (passenger, route knowledge)**

A passenger train passed T145 signal at danger by four coach lengths. The driver said they did not believe the signal was for their train. The driver proceeded without authority and the train was held at Purley, causing major disruption. Southern (Sussex)

## **11 November: Kirkdale South Junction – 15 yards (passenger, lack of concentration)**

A passenger train passed ML201 signal at danger by 15 yards. The driver reported experiencing a lapse in concentration. They applied the emergency brake when they saw the red signal. North West & Central (NW)

## **12 November: Manchester Victoria West Junction – ½ a coach length (passenger, read across)**

A passenger train passed MN610 signal at danger by half a coach length. The driver had read across to another signal. North West & Central (NW)

## **13 November: Farnham Depot – ½ a metre (ECS, driver overlooked signal)**

An ECS formation passed FD801 PLS at danger by half a metre. The driver said they had overlooked the signal. Southern (Wessex)

## **13 November: Sheffield – 2 yards (passenger, unspecified error)**

A passenger train passed S101 signal at danger by two yards. The driver said they had made an error. A relief driver shunted the unit into Fish Dock Sidings. Eastern (North & East)

## **13 November: Newcastle Central – 1 metres (passenger, lack of concentration)**

A passenger train was being split when one portion passed T514 signal at danger by one metre. The driver said they had lost concentration. Eastern (East Coast)

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